Handing over the Surplus Kandla Land

2098. SHRI BRAHMAKUMAR BHATT:
SHRI ANANTRAY DEVSHANKER DAVE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Central Government have taken a decision for handing over the surplus lands of Kandla area back to the State Government of Gujarat;

(b) if so, the details thereof;

(c) when will the land be transferred back to the State Government of Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TANSPORT (DR. DEBENDRA PRADHAN): (a) and (b) No. Sir.

(c) At this stage, there is no proposal to transfer any land of Kandla Port Trust to the State Government of Gujarat.

Volume of Traffic Handled by Major Ports

2099. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the traffic volume handled at present by the Major ports in India;

(b) the likely traffic growth by 2011; and

(c) the planning made to handle the entire traffic volume with more modernised ports?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) The aggregate volume of traffic handled by Major Ports during the first eight months of the current financial year was 177.68 million tonnes.

(b) The working Group for the 9th Five Year Plan has estimated port traffic of 424 million tonnes by the end of 9th Five Year Plan i.e. 2001-02. For Long term projection of port traffic upto the year 2020, a study has been recently completed by M/s. Rail India Technical & Economic Services (P) Ltd. (RITES); according to which

the port traffic in the country is likely to be 866 million tonnes by the year 2011-12. The report is still under discussion with various parties involved in the ports.

(c) Keeping in view the anticipated growth of port traffic, port-wise plans are being prepared for expansion of capacity which would include construction of new berths, modernisation of ports by replacing the obsolete equipment by the state-of-the-art equipment and also acquiring new equipment, increasing productivity by changing the work culture and management. To create additional capacity, huge investment will be required and since it is not possible to fund these investment through the public sector alone, the Major Ports have been thrown open for private sector participation in identified areas, indicated in the guidelines on Private Sector Participation in the Ports and steps are afoot to corporatise major ports in a phased manner.

Financial Grant to Hindustan Shipyard

2100. DR. Y. LAKSHMI PRASAD: Will the Minister of SURFACE TRASNPORT be pleased to state:

(a) whether the employees of the Hindustan Shipyard are not getting salary for want of orders;

(b) if so, the action proposed to assist the company by releasing grant for making payment of wages; and

(c) the action proposed to procure orders to improve the financial crisis of the Hindustan Shipyard Ltd.?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) The employees of Hindustan Shipyard Limited are getting salary regularly.

(b) Does not arise.

(c) Steps initiated by Hindustan Shipyard Limited to procure orders and to improve the financial position include aggressive marketing, increase in shiprepair turn over, rationalisation of manpower, phasing out unproductive expenditure and to reduce overheads.